

## New-York Daily Tribune

SATURDAY, JANUARY 7, 1865.

effect, include every benefit which could probably have been derived from the passage of this bill, while some of its certain disadvantages and injustices are avoided.

We print on another page a letter from a correspondent in Norfolk, in whose statements we have entire confidence, relative to the late expedition against Wilmington. The public judgment on the failure of that enterprise has been held in suspense, as it seemed clear that all the facts bearing upon the case had not yet been given. The statement of our correspondent supplies those omissions, and explains very clearly why the attack was not made by Gen. Butler's forces when they were first landed, and why, when finally the fleet was present to our positive knowledge—and we believe that others, not reported, have occurred in the same way. And how should it suffice! Bergen Tunnel is 4,400 feet long. It is wholly unlighted. Most of it is a rough arch, blasted through the rock, unsustained by masonry, and loose stones are liable to fall at any moment upon the track. There are no trackmen stationed within the tunnel; no means of communication between the flagmen stationed at each end; no precaution against such casualties as that of Thursday, in which, by the breaking of a coupling a portion of the train was left upon the track with its precious freight of human life, for the train following to crash into and dash to atoms; no precaution beyond that which the conductor is bound to observe, by displaying a signal light on the end of his train, in case of accident or detention, and hastening back to place a torpedo on the track in advance of the approaching train. To do all this, to discover that his train has been disengaged, stop the engine, seize his danger-signal, find his torpedo, and run back to place it on the track, a distance sufficient to insure safety to his own train—the separated portion of which may be half-a-mile behind—he has just five minutes. Was there ever such cruel folly before? Such a rule is an insult to common sense. Yet this is the sole precaution which the New-York and Erie Railway Company interpose between the lives of their passengers and destruction.

The recent letter of Earl Russell, in which he talked loosely and very un-diplomatically about the former relations between Great Britain on the one side and the "Northern States" on the other seems to have given rise to a crop of Canadian rumors to this effect: that upon the inauguration of President Lincoln in March next, Great Britain, France & Co. will recognize him merely as President of those States which took part in the election. *The Montreal Telegraph* takes the trouble to make a leader out of this talk; oblivious like the rest of this one decisive fact; that Great Britain or any other European power officially knows the Government of the United States, and it only. With the constituent elements of that Government no European power has any concern; and as for assuming to take diplomatic notice of the details of an election—what States voted and what chose not to vote in the recent contest—that would be an impertinence which even Great Britain may be supposed reluctant to venture on. As well say she will not recognize Mr. Lincoln as President of any State, which, participating in the election, voted for McClellan; and so send ambassadors to New-Jersey and Delaware. The Canada Secesh had better try again.

## THE CAMPAIGN.

There is a momentary lull, not in military operations, but in these brilliant displays of genius and courage resulting in grand successes which all last month riveted public attention. The single effort, against Wilmington, which did not result in a grand success scarcely ruffled the easy temper of a people grown used to good fortune and able to endure an occasional failure. As it fades from view, interest is renewed in the operations which Gen. Sherman is expected to undertake from Savannah, and Gen. Thomas from Tennessee. From the former we have nothing later than the return of Kilpatrick already referred to. But it now appears that that enterprising cavalry leader was not sent hunting after prisoners, but had a specific work to do in the destruction of the Savannah and Gulf Railroad, which runs south-westerly from Savannah to the border of Florida, and what has been one main source of supplies for Lee's army in Virginia. Sixty miles of this road Kilpatrick annihilated, and his cavalry is already far to the north reconnoitering on the road to Charleston. Its activity indicates an early movement by the main body of Sherman's army.

The escape of the remnants of Hood's Army across the Tennessee has ceased to be matter of controversy. Hood passed the river on the 23d by pontoons at Bainbridge, eight miles above Florence. A Nashville correspondent, apparently well-informed, says that the Rebel Army when it left Tennessee numbered not more than 18,000 men all told; that the number of deserters was enormous, and that in all the army there remain not more than 1,600 Kentuckians and 4,000 Tennesseeans. Of the 2,000 men whom Hood kidnapped while in Tennessee not 100 crossed the river with him. The following indication of futile schemes is to say the least plausible:

"Tennessee is now perfectly safe, no future attempt will be made by the Rebels to occupy and hold it. Therefore, a new base of supplies will be found. The line of railroad from Corinth, south, is very long and subject to frequent detours of great numbers of troops to guard it, and from this point north, the Louisville Railroad is often cut, and the Cumberland River is only navigable in Winter. I believe, though, that Nashville will soon come to be of much importance as a military center. A strong guard will be left here, and the base of supplies will be changed to Florence. Of this I have no doubt."

The Tennessee is navigable for small boats from Florence to its mouth, in high water, the only exception being between Decatur and Bainbridge, over the mud shoals.

Around these, there is a railroad of only forty-five miles in length, and this could be kept open with comparatively few men. About the shoals there are numerous boats which run to Chattanooga, and there are also several small gunboats to keep the river open.

We shall then have the advantage of a water base and a railroad of defense. I have often wondered if this has not been before adjusted; but I feel certain that it will be now employed as a base. With an efficient cavalry force, properly supported by infantry and light artillery, Selma and Montgomery will speedily fall into our hands. Those towns would be no further from Florence than Nashville is from Louisville, and Louisville was our base in 1861-62; and Florence is to-day more securely ours than Louisville was then."

## BERGEN TUNNEL.

The dangers attendant upon travel through Bergen Tunnel were freshly illustrated on Thursday by another railroad smash-up and loss of life. This is the second or third occurrence of the kind within the past six months.

The tunnel is under the control of the New York and Erie Railway Company, but the use of it is leased by the Morris and Essex Company, and we understand that shortly the cars of the Northern Railroad of New-Jersey will also be run through it. Already about 100 trains per day go through the tunnel—so many, in fact, that they are constantly passing each other within it, and of course when the Northern line is permitted to use it, there will be a much larger number. It would be presumed by every rational mind that with such a heavy business, extra precautions would be taken to insure safety. But such is very far from the fact.

Last Spring, as we have heretofore had oc-

casion to state, the trains of the two lines using the tunnel raced for precedence of entrance. A narrow escape of two of them from wholesale destruction led to our exposure of the reckless practice, and the General Superintendent directed the temporary stoppage of all trains at each end of the tunnel. This precaution, and the sole one taken, has prevented several serious collisions. But it does not suffice. Nor does that requiring no train to follow another into the tunnel till five minutes have elapsed after the entrance of the preceding one. This rule has been proved insufficient by two severe collisions, attended with fatal results, to our positive knowledge—and we believe that others, not reported, have occurred in the same way. And how should it suffice! Bergen Tunnel is 4,400 feet long. It is wholly unlighted. Most of it is a rough arch, blasted through the rock, unsustained by masonry, and loose stones are liable to fall at any moment upon the track. There are no trackmen stationed within the tunnel; no means of communication between the flagmen stationed at each end; no precaution against such casualties as that of Thursday, in which, by the breaking of a coupling a portion of the train was left upon the track with its precious freight of human life, for the train following to crash into and dash to atoms; no precaution beyond that which the conductor is bound to observe, by displaying a signal light on the end of his train, in case of accident or detention, and hastening back to place a torpedo on the track in advance of the approaching train. To do all this, to discover that his train has been disengaged, stop the engine, seize his danger-signal, find his torpedo, and run back to place it on the track, a distance sufficient to insure safety to his own train—the separated portion of which may be half-a-mile behind—he has just five minutes. Was there ever such cruel folly before? Such a rule is an insult to common sense. Yet this is the sole precaution which the New-York and Erie Railway Company interpose between the lives of their passengers and destruction.

our quota in spite of them, and give their neighbors an opportunity of doing the same.

A call has been issued, and numerously and respectfully signed, in our sister State of New-Jersey, for a Convention at Trenton, on Wednesday, Feb. 1, to oppose the efforts of the Camden and Amboy Monopoly to perpetuate their hold upon the railroads of the State. The call says:

"There is reason to believe that the Camden and Amboy Railroad Company are preparing to extort from the Legislature, this Winter, an extension of their burdensome and odious exclusive privileges, contrary to the good name and best interests of the people of the State, and against their known wishes; which injurious movement can only be counteracted by the united and resolute action of all Jerseymen opposed to the further extension of the Monopoly power."

## NEW-YORK LEGISLATURE.

SENATE.—ALBANY, Jan. 6, 1865.

BILLS INTRODUCED.

To provide for a review of the Supreme Court decisions relative to bounties.

To confirm an ordinance of the New-York Superintendents relative to bounties.

Requiring mortgage liens on lands sold for taxes to be revoked in the Collector's office.

To amend the charter of the New-York Guarantee and Indemnity Company.

A resolution directing the Canal Committee to inquire as to the expediency of prohibiting work on the canal Sunday was also introduced.

The Senatorial district contested seat case was taken up.

Mr. SHAFFER argued in favor of the right of the sitting member (Mr. Niven) to the seat until the hour of adjournment.

Adjourned.

ASSEMBLY.

The Speaker announced the following Committee on the purchase of books for the Binghamton Library: Messrs. Moseley, Bonham and Wood.

BILLS NOTICED.

To extend Ingraham-avenue, Brooklyn.

To incorporate the Brooklyn Ellsworth Club.

To divide the Eighth Ward and create a new ward in Brooklyn.

To amend the charter of New-York.

To authorize the city of Syracuse to borrow money for the relief of the families of volunteers.

Adjudged to 7 p. m., Monday.

From Our Special Correspondent

ALBANY, January 6, 1865.

LOW AGAINST RIVER.

The entire sittings of the Senate this morning and yesterday, have been occupied with the contested seat in the Ninth District. Mr. Shaffer the Democratic member of the Committee of Investigation, has presented a minority report disavowing entirely from the final conclusions of his colleagues, and taking the ground that Mr. Niven, the sitting member, is entitled upon the privilege to retain his seat. Mr. Shaffer commenced yesterday a speech in defense of this view of the case and has confined it through the day, giving way to a motion to adjourn. He will resume his speech to-morrow. There is a very prospect, however, that the sitting member will be compelled to resign, early in the evening.

There would not seem to be much doubt of the final result, as Senators Bailey and Folger command the full confidence of their Senatorial associates for legal knowledge and acumen, and judicial impartiality, and they have given to the cause the fullest and most faithful investigation. The labor bestowed upon the case is immense. The testimony submitted at the last session makes a printed volume of nearly one thousand pages. Judge Haller's opinion, which accompanied the evidence last Spring, is now one hundred pages. Senator Folger's opinion now submitted is also very formidable proportion.

The decision of the majority awards the seat to Judge Low, and that result might, by their showing, be arrived at without going into the question of illegal votes, they maintaining that on a correct count and return he would be found to have a majority of all the votes cast, and thereby entitle him to a valid election.

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The script hitherto issued by Massachusetts she is bound to pay and she will pay both interest and principal in gold, to all holders with the cheerfulness which becomes her spotless honor and the promptness of an industrious, economical and thrifty commonwealth.

The Governor recommends the funding of the residue of the floating debt, but thinks that hereafter, when money is borrowed at home, it would be better to conform to the familiar transactions of the home market.

Of the debt \$14,372,835 has been added during the war, much the larger part being held by our own citizens.

The Governor says there is nothing in the present or probable indebtedness of the State to excite apprehension.

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In saying nothing of any other increase of wealth, the increased deposits in our Savings institutions (alone for 1864 over 1860) are more than three millions in excess of the war debt.

The offering of considerable bounties, paid in advance, is not considered needful desirable for the procurement of real soldiers and honest service.

The bounty of the Government ought to be reserved for liberal pensions to the disabled soldiers, the widows and children of the dead who have fallen in battle, and for the relief of families during the progress of the war.

The amount of deposits in the Savings Banks is \$62,537,604, which is a larger sum than the entire banking capital and deposits of the State when the bank commission was established in 1851.

Of the 181 banks in the State 90 have become National Banking associations and 47 have signed their intention to become National, leaving 52 which have, as yet, taken no steps toward making such change, as yet.

The number of National Banks is 52.

The offering of considerable bounties is discontinued upon the basis of coast defense, the Cape Cod Railroad is mentioned, and the Legislature is invited to adopt measures to promote the immediate extension of the road to the extremity of the Cape.

The number of men actually furnished by Massachusetts to the army and navy of the United States during the Rebellion, up to December 31, 1864, including the nine months men at only one-fourth of the actual number, and reducing the number enlisted in the navy to the same ratio, there are 125,457, making a surplus over all calls of 7,813.

The Commonwealth has furnished during the last year to the army alone 41,446 men, besides 6,670 one hundred days men who are not credited to the quota of the State.

Massachusetts has sent more men into the services than are now to be found in the State between the ages of 18 and 45, and 29,000 more men than are now in the State liable to military duty.

The number of colored boys credited to Massachusetts during the war, including the Fifty-fourth and Fifty-fifth Regiments, and First Cavalry and their recruits is only 4,700.

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A commissary United States General Army Hospital at Worcester is now in process of erection, which will accommodate one thousand patients.

Another General Hospital is nearly completed at Providence.

The message recommends the abolition of the law of mercantile bankruptcy, and a modification of the navy laws, and the establishment of an institution for the curative treatment of invalids.

He also recommends an amendment to the Federal Constitution repealing the inhibition duties on exports, and the legislature is requested to ask the President to convene an extra session of Congress, in case the present Congress should fail to adopt an amendment.

In conclusion the Governor intimates that this is the last thing that he shall assume the duties of chief magistrate.

The message is exceedingly lengthy and makes a printed document of one hundred and twelve pages.

Gov. Bradford's Message.

BOSTON, Thursday, Jan. 5, 1865.

The Maryland Legislature completed its organization to-day.

Gov. Bradford's message was read. It congratulates the members on the passage of the new constitution and the consummation of emancipation. He says there is scarcely a State in the Union possessing such guarantees of prosperity as Maryland, yet from some cause she has suffered, in population, productions, and many other evidences of wealth, a marked and fatal backwardness, inferior to her in these advantages.

Slavery has not been the sole cause of this tardy progress, but it has been unquestionably the most prominent, if not the only feature distinguishing her from the other States which have outstripped her in the race. The immediate results of the extinction of Slavery and the question of how the advantages expected from it can best be realized and its temporary inconveniences obviated, are subjects that will undoubtedly challenge your earliest attention. That so complete and so moderate a revolution in a system of social and political organization as that which has been effected in Maryland can be accomplished without some personal inconveniences is not to be expected. But judicious legislation may do much toward a remedy that the Government itself has expressly held forth the promise of such an indemnity to any Slave State that would initiate a system of emancipation.

The number of men actually furnished by Massachusetts to the army and navy of the United States during the rebellion, up to December 31, 1864, was \$30,000,000. The balance in the treasury was \$40,000,000. Since the commencement of the war up to Dec. 31, 1864, \$10,000,000 has been placed in the field from the State, of which \$5,000,000 is now in service thirty regiments of infantry, eleven of cavalry, one of light artillery, one of engineers and mechanics, two independent batteries, and fifteen companies in various arms of service.

The members of both Houses have generally gone home. No business was done to day in the Assembly, which has adjourned for two days to give time to select the committees, and in the Senate nothing will be done at present except to continue the tedious discussion of the Low and Niven case.

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